2005

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report 10

Bland County

Prepared By

Virginia Department of Transportation Traffic Engineering Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Traffic Engineering Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 81	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
29	US Route	
7	Virginia State Rou	te
(F241)	Frontage Road (F	precedes frontage route number)
600	Secondary Route	

Special Routes

Bus	Bus - Business Route	
[29]	Bypas - Bypass Route	
	Truck - Truck Route	
ALT	ALT - Alternate Route	
(220)	Wye - Wye Route connector	
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- P Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
- The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

### Virginia Department of Transportation Traffic Engineering Division

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Operational Area

		2.0 0,0.0.0	allonal Alea				Tru	ıck			K		Dir		
Route	Jurisdiction	Length AAI	DT QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	Smyth Cou	ınty Line												
(42)	Bland County	9.58 <b>16</b> 6	0 G	92%	2%	1%	1%	4%	0%	С	0.121	F	0.565	170	G
	To: From:	10-622 Wes	st of Ceres			<u> </u>									
42	Bland County	5.39 <b>43</b> 0	0 G	92%	2%	1%	1%	4%	0%	F	0.093	F	0.762	440	G
$\overline{}$	Tro- From:	US 52 West of Bla	and Court Ho	ise		_									
(42) (52)	Bland County	3.97 <b>200</b>	00 G	96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	G
$\bigcirc$	To-	I-77 West of Blar	nd Court Hou	se		$\neg$									
(42) (52)	Bland County	0.91 <b>390</b>	00 G	95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4000	G
	Toc	US 52 Bland C	Court House												
42 E Bluegrass Trl	Bland County	10.25 <b>180</b>		96%	1%	1%	1%	1%	0%	С	0.1	F	0.527	1900	G
	Toc	10-738 Mecl	hanicshuro												
42	Bland County	3.08 <b>76</b>		96%	1%	1%	1%	1%	0%	F	0.111	F	0.815	780	G
(12)	Tav	10-6	:06												
42	Bland County	2.30 120		96%	1%	1%	1%	1%	0%	F	0.117	F	0.825	1200	G
42)	To:	Giles Cou	nty Line												
	From:	Wythe Cou	ınty Line												
52	Bland County	4.18 <b>25</b>		96%	1%	1%	1%	1%	0%	F	0.119	F	0.552	250	G
<u> </u>	Toc	SR 42 West of	f Bland C H												
(52) (42)	Bland County	3.97 <b>200</b>		96%	1%	1%	1%	1%	0%	F	0.086	F	0.76	2000	G
	Toc	I-77 West of	Bland C H												
52 42	Bland County	0.91 <b>390</b>		95%	1%	2%	0%	1%	0%	F	0.088	F	0.54	4000	G
02) (42)	Tre	SR 42 Bla	and C H												
52	Bland County	4.58 <b>93</b> 0		95%	1%	2%	0%	1%	0%	F	0.115	F	0.679	960	G
(32)	Tool	10-61													
52	From: L Bland County	2.05 170		95%	1%	2%	0%	1%	0%	С	0.112	F	0.535	1700	G
(52)	z.			0070	170		070	170	070	Ū	0.112	·	0.000	1700	Ŭ
(FD)	From: Bland County	6.14 <b>47</b> 0		92%	1%	4%	1%	2%	0%	С	0.129	F	0.567	490	G
52	Biand County			JZ /0	170	770	1 70	270	070	O	0.123	•	0.507	430	J
	Bland County	0.06 <b>47</b> 0		92%	1%	4%	1%	2%	0%	N	0.129	N	0.567	490	N
52 61	Biario Courity			9270	170	470	1 70	270	0%	IN	0.129	IN	0.367	490	N
$\bigcirc$	Pland County	I-77 West of 0.40 <b>220</b>		95%	2%	1%	2%	1%	0%	С	0.100	F	0.555	2200	G
(52) (61)	Bland County			95%	2%	170	2%	170	0%	C	0.102	Г	0.555	2300	G
	Tac From:	SR 61 N R		000/	00/		40/	40/	00/		0.44.4		0.707	4400	
52	Bland County	2.19 <b>110</b>		96%	0%	1%	1%	1%	0%	С	0.114	F	0.797	1100	G
<u> </u>	From:	US :													
(52) ( <del>77</del> )	Bland County	0.70			See I-7	7 for dire	ectional t	raffic vo	olume es	timate	s for this	segn	nent.		
	Combined Traffic Estimates for 2 Parallel Roadway	ys on this Route: 270	00 G	76%	1%	1%	0%	20%	1%	F	NA	ŭ		23000	G
	To:	I-7'													

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## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Operational Area

			perationa					Tru	ıck			K		Dir		—
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	2Axle	3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	Q۱
	From:	Tazewe	ell County													
61)	Bland County	10.53	530	G	97%	0%	1%	1%	1%	0%	F	0.097	F	0.654	540	(
<u> </u>	To: From:		est of Rock													
61 [52]	Bland County	0.40	2200	G	95%	2%	1%	2%	1%	0%	С	0.102	F	0.555	2300	(
<u> </u>	To: From:		est of Rocky	_												
51) [52]	Bland County	0.06	470	N	92%	1%	4%	1%	2%	0%	Ν	0.129	N	0.567	490	
	To: From:		2 Rocky G	-												
Molf Creek Hwy	Bland County	7.42	340	G	95%	1%	1%	1%	1%	0%	С	0.1	F	0.686	350	
	101		s County Li													_
orth	Bland County		e County L 14000	ine <b>G</b>	76%	1%	1%	1%	21%	1%	F	0.079	F		12000	
7	Combined Traffic Estimates for 2 Parallel Roadways on			G	76%	1%	1%	0%	20%	1%	F	NA	-		24000	
	To:		10-717		7070	170	170	070	2070	1 70	'	INA			24000	
orth	From:			_							_					
7	Bland County		13000	G	76%	1%	1%	1%	21%	1%	F -	0.079	F		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on			G	76%	1%	1%	0%	20%	1%	F	NA			23000	
rth	To: From:	US	S 52, SR 42	!												
7	Bland County	6.11	15000	G	76%	1%	1%	1%	21%	1%	F	0.071	F		13000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	28000	G	76%	1%	1%	0%	20%	1%	F	NA			24000	
orth	To: From:		10-666													_
7)	Bland County	3.94	13000	G	76%	1%	1%	1%	21%	1%	F	0.073	F		11000	
.)	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	25000	G	76%	1%	1%	0%	20%	1%	F	NA			22000	
	Tax		10-606				<b>—</b> —									
orth	Bland County		15000	G	76%	1%	1%	1%	21%	1%	F	0.071	F		13000	
7	Combined Traffic Estimates for 2 Parallel Roadways on	-		G	76%	1%	1%	0%	20%	1%	' F	NA	'		25000	
	To:		S 52, SR 61		7070	170		070	2070	170	•	100			20000	
orth	From:					401		407		407						
77	Bland County		14000	A	76%	1%	1%	1%	21%	1%	С	0.148	A	0.040	12000	
	Combined Traffic Estimates for 2 Parallel Roadways on			Α	76%	1%	1%	0%	20%	1%	С	0.13	Α	0.613	24000	
orth	To: From:		US 52													_
7 (52)	Bland County		13000	G	76%	1%	1%	1%	21%	1%	F	0.070	F		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	
orth	To- From:	West Vi	irginia State	e Line												
77)	West Virginia (Maint: 10)	0.50	13000	G	76%	1%	1%	1%	21%	1%	F	0.070	F		12000	
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route:	27000	G	76%	1%	1%	0%	20%	1%	F	NA			23000	
	To	End of Tun		Virgini	a											

### Virginia Department of Transportation Traffic Engineering Division

## 2005 Annual Average Daily Traffic Volume Estimates By Section of Route Bland Operational Area

		Dianu Opera					Trı	ıck			K		Dir		
Route	Jurisdiction	Length AAD	T QA	4Tire	Bus	2Axle	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
South	From:	Wythe Cour	nty Line												
South $77$	Bland County	0.87 <b>1400</b>	-	77%	1%	1%	0%	20%	1%	F	0.068	F		12000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 2700	0 G	76%	1%	1%	0%	20%	1%	F	NA			24000	G
South	To- From:	10-71	7												
<del>(77)</del>	Bland County	5.70 <b>1300</b>	0 G	77%	1%	1%	0%	20%	1%	F	0.072	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 2700	0 G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
	Tou	US 52, S	R 42												
South $77$	Bland County	6.05 <b>130</b> 0		77%	1%	1%	0%	20%	1%	_	0.068	F		11000	G
(11)	Combined Traffic Estimates for 2 Parallel Roadways on			76%	1%	1%	0%	20%	1%	F	0.000 NA	Г		24000	G
	Combined Trainic Estimates for 2 Parallel Roadways of			7070	1 /0	1 /0	0 /6	20 /0	1 /0		INA			24000	G
South	From:	10-66													
South (77)	Bland County	3.87 <b>130</b> 0	-	77%	1%	1%	0%	20%	1%	F	0.069	F		11000	G
$\smile$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 2500	0 G	76%	1%	1%	0%	20%	1%	F	NA			22000	G
South	To- From:	10-60	6			$\Box$									
South (77)	Bland County	2.12 <b>130</b> 0	0 G	77%	1%	1%	0%	20%	1%	F	0.07	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 2800	0 G	76%	1%	1%	0%	20%	1%	F	NA			25000	G
	To To	SR 6	1												
South	Pland County	1.79 1400		770/	1%	1%	0%	20%	1%	_	0.427	٨		12000	۸
77	Bland County		-	77% 76%	1%	1%		20%	1%	C C	0.137	A	0.613	24000	A
	Combined Traffic Estimates for 2 Parallel Roadways on	US 52; SI		76%	170	1%	0%	20%	170	C	0.13	Α	0.613	24000	Α
South	From:	SR 59													
$(77)$ $\{52\}$	Bland County	0.79 <b>130</b> 0	0 G	77%	1%	1%	0%	20%	1%	F	0.069	F		12000	G
$\circ$	Combined Traffic Estimates for 2 Parallel Roadways on	this Route: 2700	0 G	76%	1%	1%	0%	20%	1%	F	NA			23000	G
South	To- From	West Virginia	State Line												
South 77	West Virginia (Maint: 10)	0.50 1300	0 G	77%	1%	1%	0%	20%	1%	F	0.069	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on			76%	1%	1%	0%	20%	1%	F	NA	•		23000	G
	To:	End of Tunnel, V								-					
	From:	US 52 Bla	nd CH												
98	Bland County	0.50 <b>240</b>	G	98%	2%	0%	0%	0%	0%	С	0.123	F	0.5	240	G
$\overline{}$	To	10-605 South o	f Bland CH												
	From:	I-77 No													
(598)	Bland County	4.16 <b>170</b>		99%	0%	0%	0%	1%	0%	С	0.122	F	0.609	170	G
$\sim$	То:	West Virginia	State Line												

						Sland Operat	tional Area Truck		K		Dir			
Route	Length	AADT	QA	4Tire	Bus		Axle 1Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Bland County		From:				Dead I	End							
(F1)	0.96	NA							NA			NA		
		To				10-61								
(F2)	0.17	NA From:				10-61	16		NA			NA		
(F2)	0.17	To:				Dead I	End					1471		
		From:				Dead I	End							
<b>F</b> 3	0.24	NA							NA			NA		
		From:				10-66	56							
F3	0.29	NA To:	I			Dead I	End		NA			NA		
		From:				US 5			 					
F48	0.45	NA				033	02		NA			NA		
		To				Dead I	End							
		From:				Wythe Cou	nty Line							
600	2.60	<b>20</b>	R			10.70	21		NA			NA		10/10/2003
		From:				10-60			<u> </u>					
(601)	11.40	290	R			10-603; 1	.0-61 /		NA			NA		10/10/2003
(001)		To:				Pulaski Cou	ınty Line							
		From:				Dead I	End							
602	1.25	80	R						NA			NA		10/10/2003
		From:				1.25 ME OF	Dead End							
602	0.80	90	R						NA			NA		10/10/2003
	0.25	From:	_			10-66	58					NIA		40/40/0000
602	0.35	90	R						NA —			NA		10/10/2003
	0.40	100 From:	R			10-63	32		NA			NA		10/10/2003
602)	0.40	Too				0.403.45	10.622					IVA		10/10/2000
602	0.80	100 From:	R			0.40 ME	10-632		NA			NA		10/10/2003
002)		To:				10-60	01							
		From:				Wythe Cou	nty Line							
(603)	1.60	<b>20</b>	R			10 501 1	0.515		NA			NA		10/10/2003
						10-601; 1								
(604)	3.47	280	R			SR 4	12		NA			NA		10/07/2003
(604)	<b>5</b>	To:				10-65	51							. 0, 0., 2000
604)	1.50	130 From:	R			10-00	<i>)</i> 1		NA			NA		10/07/2003
004)		To				1.50 ME	10-651							
604)	2.10	<b>70</b> From:	R			1.50 1412	10 031		NA			NA		10/07/2003
		To:				10-60	08							
604)	0.40	60	R						NA			NA		10/07/2003
		To: From:				0.40 ME	10-608							
604)	0.50	60	R						NA			NA		10/07/2003
		To:				Dead I								
(005)	0.30	70	R			Dead I	End		NA			NA		10/07/2003
605		To:	• • •			0.20 MW D	and End							
(605)	0.59	170 From:	R			0.30 MW D	ead End		NA			NA		10/07/2003
605	0.00	To				0.89 MW D	lead End							2.3.,2000
605)	0.21	190 From:	R			0.07 IVI W D	cau Eliú		NA			NA		10/07/2003
	-	Too				1.10 MW D	Dead End							
605)	0.50	210 From:	R			111 11 D	2110		NA			NA		10/07/2003
$\bigcirc$		To:				SR 9	8							

							erationa Tr				K		Dir			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Bland County		From					US 52									
606)	0.06	370	G	94%	1%	1%	2%	2%	0%	С	0.111	F	0.571	380	G	2005
606) Wilderness Rd	5.03	1100	G	89%	1%	2%	I-77 4%	3%	0%	F	0.095	F	0.651	1200	G	2005
606)	4.49	890 From	G	89%	1%	2%	608 WEST 4%	3%	0%	F	0.098	F	0.513	910	G	2005
606)	3.94	870 From	G	89%	1%	2%	-608 MID 4% SR 42	3%	0%	С	0.11	F	0.617	890	G	2005
(607)	1.89	70	R				10-608				NA			NA		10/02/2003
607)	0.71	70 From	R				ME 10-60	8			NA			NA		10/02/2003
608)	0.60	From <b>200</b>	R				10-606 42 WEST	ı			NA			NA		10/07/2003
		To From					10-604									
608)	1.10	80	R								NA			NA		10/07/2003
608	1.90	70 From	R				ME 10-60				NA			NA		10/07/2003
608	1.40	70 From	R				Forest Box	undary			NA			NA		10/07/2003
608	0.60	110 From	R				10-639				NA			NA		10/07/2003
608	3.40	360 From	R				42 EAST 606 EAST	,			NA			NA		10/02/2003
608)	2.44	180	R				606 WEST				NA			NA		10/02/2003
608	0.90	From	R				10-677				NA			NA		10/02/2003
608)	2.28	220 From	R				10-609				NA			NA		10/02/2003
		From					06 NORTI 10-608	H			<u> </u>					
609	1.80	110	R								NA			NA		10/02/2003
		From					10-677 County Li	ine								
610	1.10	50	R								NA			NA		10/10/2003
	0.80	70 From	R				10-742				NA			NA		10/10/2003
610	0.00	To					SR 42							14/3		10/10/2003
(611)	0.10	From	R				SR 42				NA			NA		10/02/2003
<u> </u>		To From				0.10	MN SR 4	2								
(611)	0.50	<b>80</b>	R			0.60	NOV CD 4	2			NA			NA		10/02/2003
611)	1.53	<b>70</b> From	R				MN SR 4	<i>L</i>			NA			NA		10/02/2003
		To	1				10-612				<u> </u>					
612	0.56	100	R				US 52				NA			NA		10/02/2003
	4.22	100 From	R			0.56	ME US 5	2			NA			NA		10/02/2003
<u>(612)</u>		To				4.78	ME US 5	2								

Route	Length	AADT	QA 4Tire	Bus	2Axle 3+	Truck Axle 1Trail	2Trail	QC Fac	(.)K	Dir Factor	AAWDT	QW	Year
Bland County		From			4.78 ME	US 52		1					
612	0.89	90	R					N	Д		NA		10/02/2003
		From			5.67 ME	US 52							
612	0.75	100	R					N.	Д		NA		10/12/2003
<b>612</b>	1.55	90 From	R		10-62	27		 N	Ą		NA		10/02/2003
		To From			10-6	11							
612)	2.90	100	R					N	Д		NA		10/02/2003
	0.91	From	В		10-63	31			Λ		NΙΔ		10/02/2003
612	0.81	330	R		10-60	06		N T	4		NA		10/02/2003
		From			Dead l	End							
613	0.37	40	R					N	А		NA		09/30/2003
	0.60	80 From	R		0.37 ME D	ead End		N	Λ		NA		09/30/2003
613	0.00	To	K		0.97 ME D	lead End			`		INA		09/30/2003
613	0.20	100 From	R		0.97 WIE D	cad End		N	Д		NA		09/30/2003
		To From			1.17 ME D	ead End		-					
613)	4.71	780	R					N	Ą		NA		09/30/2003
	0.50	800 From	R		10-60	63		N	^		NA		09/30/2003
613)	0.50	000 To	N		US 5	50			٦		INA		09/30/2003
613)	6.16	680 From	R		03.3	02		N	Ą		NA		09/30/2003
		To			Dead l	End							
	12.70	1400	R		Tazewell Co	ounty Line		N	Λ		NA		09/30/2003
614)	12.70	To	IX.		US 5	52			`		14/-1		03/30/2000
$\overline{}$		From			US 52 S0	OUTH							
615)	1.20	420	R					N	А		NA		09/30/2003
615)	2.95	70 From	R		10-62	20		<del>-</del> N	Δ		NA		09/30/2003
(013)		To			2.95 MN	10-620			•				
(615)	0.25	100 From	R					N	Д		NA		09/30/2003
		To From			10-6	18		-					
615)	4.37	1100	R					N	А		NA		09/30/2003
(G1E)	0.32	1300	R		10-64	49		<del>-</del> N	Δ		NA		09/30/2003
615)		To			US 52 N	ORTH			•				
615)	0.59	440 From	R		050211	01111		N	А		NA		09/30/2003
		To			Dead I								
616)	0.30	From <b>60</b>	R		10-6	17		N	Α		NA		10/10/2003
		To			FR-	2							
$\bigcirc$	2.00	From			US 52 S0	OUTH			^		NIA		40/40/0000
617)	3.80	60	R		10.6			N	4		NA		10/10/2003
617)	1.97	180	R		10-6	13			Α		NA		10/10/2003
		To From			10-6	16		<u> </u>					
617)	1.00	400	R					N	Ą		NA		10/10/2003
		From			US 52 NO								
618)	1.20	120	R		10-6	13		N.	Ą		NA		09/30/2003
		To			Dead l	End							

Route	Length	AADT	QA	4Tire	Bus			-Truck xle 1Tra		QC	K Factor	QK	Dir Factor	AAW	DT C	W	Year
Bland County		From					10-617	,			ī						
619)	0.40	30	R								NA			N/	<b>\</b>		10/10/200
		To	<u> </u>				Dead Er										
600	1.80	From <b>200</b>	R				Dead Er	nd			NA			N/			09/30/200
620	1.00	To					10-615	í						147	`		03/30/200
		From					SR 42										
621)	3.00	230	R								NA			N/	١.		10/10/20
		To					US 52				1						
622)	1.00	60	R			3	R 42 SOU	)IH			NA			N/			10/10/20
022)		To				1	.00 ME S	R 42			¬						
622	0.30	60 From	R			1.	.00 1412 5	14.12			NA			N/	١		10/10/20
		To From	-			1	0-626 WI	EST									
622)	1.40	<b>70</b>	R								NA			N/	١		10/10/20
$\overline{}$		To From				1	10-626 EA	AST			_						
622	0.30	60	R								NA			N/	١.		10/10/20
		To				0.	30 ME 10	)-626			]						
622)	0.40	60	R								NA			N/	١.		10/10/20
		From				Jeffers	on Forest	Boundary									
622	0.40	60	R								NA			N/	١		10/10/20
$\overline{}$		From				1	0-625 W	EST			]						
622	0.53	60	R								NA			N/	١		10/10/20
	0.70	From	<u> </u>			1	10-625 EA	AST						N.1.4			40/40/00
622	0.70	70	R								NA			N/	١		10/10/20
	2.30	From From	R				10-624				NA			N/			10/10/20
622	2.50	- T-					10.525							INA	`		10/10/20
622)	2.70	70 From	R				10-623	<u> </u>			NA			N/			10/10/20
622		To	_				SR 42 WI	сст							•		. 0, . 0, 20
622)	2.30	<b>70</b> From	R				51X 42 WI	.51			NA			N/	١		10/10/20
		To From	-			:	SR 42 EA	ST									
622)	1.40	150 From	R								NA			N/	١		10/10/20
$\bigcirc$		То	:				Dead E	nd									
$\overline{}$	2.24	From	Ļ				10-622	!			J.,						40/40/00
623)	0.81	130 To	R				SR 42 WI	SST			NA			N/	١		10/10/20
		From				;	SR 42 EA	ST									
623)	7.40	30	R			_					NA			N/	١		10/10/20
		To	<u> </u>			Taze	well Cou										
624	1.00	70	R				Dead Er	nd			NA			N/			10/10/20
624)	1.00	To					10-622								•		10/10/20
		From					Dead Er	nd									
625)	0.50	10	R								NA			N/	١.		10/10/20
<u> </u>		To					0-622 WI 10-622 E <i>A</i>										
625)	0.60	160	R				0 022 Er	151			NA			N/	١		10/10/20
		To From	_				SR 42										
625	0.40	<b>50</b> From	R								NA			N/	١.		10/10/20
		To From					10-647										
625)	0.30	<b>30</b>	R								NA			N/	١.		10/10/20
		To From				0.	30 MN 10	)-647			]						
625)	6.40	20	R								NA			N/	١		10/10/20

Route	Length	AADT	QA	4Tire	Bus		Truck -Axle 1Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From				10-622 \			1					
626	2.20	40	R			10-622	WEST		NA			NA		10/10/2003
		To From				2.20 ME	10-622							
626	0.60	60	R						NA			NA		10/10/2003
	0.85	150 From	R			10-6221	EAST		NA			NA		10/10/2003
626	0.00	To				SR 4	12					INA		10/10/2000
		From				Dead	End							
627	0.80	<b>30</b>	R			10-6	12		NA			NA		10/02/2003
		From				US 52 S								
628	0.47	510	R			00 32 0	00111		NA			NA		09/30/2003
$\bigcirc$		То				US 52 N	ORTH							
	1.30	From <b>250</b>	R			10-6	06		 NA			NA		10/02/2003
629	1.30	<b>230</b> To				Dead	End					INA		10/02/2003
		From				Dead	End							
630	0.19	<b>0</b>	R			10.5			NA			NA		09/30/2003
		From	l			10-6			<u> </u>					
631)	1.75	200	R			10-6	12		NA			NA		12/27/2000
		То				Dead	End							
$\bigcirc$	0.04	From				10-6	02							40/40/000
632	0.24	10 To	R			Dead	End		NA T			NA		10/10/2003
		From				Dead								
(633)	0.65	70	R						NA			NA		10/02/2003
		То				10-6								
(634)	0.57	From <b>160</b>	R			10-7	38		 NA			NA		12/27/2000
(634)	0.07	То				SR 4	12		<u> </u>					12/21/2000
		From				10-6	37							
635	0.07	46 To	R			Cul-de	Coo		NA			NA		09/30/2003
		From	:			Dead								
(636)	0.10	220	R			Bead	End		NA			NA		12/18/2000
		To From				10-6	15							
636	0.06	30	R						NA			NA		12/18/2000
		To				10-6			1					
637)	0.10	70	R			10-6	15		NA			NA		12/18/2000
<u>(007)</u>		То	:			10-6	36							
$\bigcirc$		From				10-6	29		]					
638)	0.47	110 To	R			Dead	Fnd		NA			NA		10/02/2003
		From				10-6								
639	0.20	20	R						NA			NA		10/07/2003
		То				Dead								
640	1.00	From <b>20</b>	R			Dead	End		NA			NA		10/07/2003
(640)	1.00	To				10-7	38					11/7		10/01/2000
640	3.00	80 From	R			10-7	30		NA			NA		10/07/2003
		To From				3.00 ME	10-738							
(640)	0.70	30	R						NA			NA		10/07/2003
$\overline{}$		To				Dead	End							

Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trai	I 2Trail	QC Fa	K actor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From	1			10-606								
641)	0.03	20	R			10-000		1	NΑ			NA		12/27/2000
		From				0.03 MN 10-606			_					
641)	0.12	<b>20</b>	R			Dead End		1	NA I			NA		12/27/2000
		From				US 52 SOUTH								
642	0.70	30	R					١	NΑ			NA		09/30/2003
		To	<u> </u>			US 52 NORTH								
643	0.40	20 From	R			Dead End		<u> </u>	NA NA			NA		09/30/2003
643	0.40	To				US 52		'				14/-4		03/30/200
		From				Dead End								
644)	0.40	40 Ta	R			CD C1		1	NA I			NA		09/30/2003
		From	<u> </u>			SR 61								
(645)	1.10	60	R			Dead End		<u> </u>	I NA			NA		10/07/2003
643	1.10	To				SR 42								10/01/2000
		From				10-615 WEST								
646	0.37	60	R					1	NA			NA		09/30/2003
		From				0.37 ME 10-615								
646	2.31	160	R			10-615 EAST		1	NA I			NA		09/30/2003
		From				Dead End								
(647)	0.32	20	R			Dead Elid		1	I NA			NA		10/10/2003
		To				10-625								
		From				US 52								
648)	0.49	<b>30</b>	R			D 1E 1		١	۱A			NA		12/18/2000
		From	: <u> </u> :I			Dead End								
640	0.03	30	R			Dead End		1	I NA			NA		12/18/200
649		To				10-654								,
(649)	0.14	120 From	R			10-054		1	NA			NA		12/18/200
		To	:			10-615								
		From				Dead End								
(650)	0.90	<b>30</b>	R			SR 61		1	NA I			NA		09/30/2003
		From	:I			Dead End								
(651)	0.23	20	R			Dead Elid		1	I NA			NA		10/07/2003
(651)		To				10-604								
		From				Dead End								
652	0.05	<b>30</b>	R			10.520		1	۱A			NA		09/30/2003
		From				10-628								
(F2)	0.20	<b>50</b>	R			10-738		N	I NA			NA		10/07/2003
653	0.20	To				Dead End								10/01/2000
		From	:			10-649								
654)	0.08	100	R					١	NΑ			NA		12/18/2000
		To	l			10-615								
	0.16	60	R			US 52		N	NA NA			NA		09/30/2003
655)	0.10	To	· \			Dead End		ı	N/A			INA		09/30/2003
		From	1			Dead End								
656	0.86	40	R					١	NΑ			NA		10/07/2003
		To From				10-658								
656	1.40	150	R					١	NΑ			NA		12/27/2000
$\sim$		To				10-1001	-							

Route	Length	AADT	QA	4Tire	Bus	2Axle	 e 3+Ax	Truckde 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From:	i				10-1001									
(656)	0.07	130	R				10-1001				NA			NA		12/27/2000
$\bigcirc$		To					SR 98									
$\bigcirc$	0.25	From:	_				10-614							NΙΔ		10/10/000
657	0.25	110 To:	R			Ī	Dead Enc	1			NA			NA		12/18/2000
		From:					Dead Enc				i					
658	1.21	30	R								NA			NA		10/07/2003
$\bigcirc$		To:					10-656									
$\bigcirc$		From:					US 52									
659	0.45	90 To:	R			T	Dead End	1			NA			NA		12/27/2000
		From:	l				Dead End									
(660)	0.10	190	R			1	Dead End	1			NA			NA		12/18/2000
(000)		To:					SR 61									
		From:					10-653									
(661)	0.03	0	R								NA			NA		10/07/2003
<u> </u>		To:					Dead Enc	i								
	0.30	50	R				10-606				NA			NA		12/27/2000
662	0.30	JU To-				I	Dead Enc	1						INA		12/21/2000
		From:					10-613									
(663)	0.08	20	R								NA			NA		12/18/2000
		To:				Ι	Dead End	l								
		From:				Ι	Dead End	i								
(664)	0.20	0	R				10.500				NA			NA		12/27/2000
			<u> </u>				10-608									
(665)	0.55	From:	R			1	Dead Enc	<u>i</u>			NA			NA		12/18/2000
665	0.00	To:	<u> </u>				US 52				Π΄`			1471		12/10/2000
		From:					US 52									
666	0.15	2400	R								NA			NA		12/18/2000
		To: From:				I-77 V	WEST R.	AMP			_					
666	0.17	1700	R								NA			NA		12/18/2000
		To- From:				I-77 I	EAST RA	AMP			_					
(666)	0.01	880	R								NA			NA		12/18/2000
		To:					FR-3									
	0.49	From: 490	R			I	Dead Enc	i			NA			NA		12/27/2000
667)	0.49	490 To:					SR 42							INA		12/21/2000
		From:				Ī	Dead Enc	ı								
668	0.05	0	R				o caa zm				NA			NA		10/10/2003
		To:					10-602									
		From:					10-738									
670	1.75	70	R								NA			NA		12/27/2000
		To: From:				1.75	5 ME 10-	738			$\Box$					
670	1.55	90	R			~	~				NA			NA		10/07/2003
		To	<u> </u>				s County	Line								
(274)	0.42	110	R				10-606				NA			NA		12/27/2000
671)	0.42	To-				Γ	Dead Enc	i						INA		12/21/2000
		From:	 T				US 52				i					
674)	0.15	NA					00 02				NA			NA		
		To:				Ι	Dead End	i								

1.20   170   R						6	Bland Ope	erational A	rea								
ST   1.20   170   R	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
120 170   R	Bland County		From	1			1	0-608									
	677)	1.20	170	R								NA			NA		12/27/2000
Gibs County   Gibs County Lie   NA NA 10/02/2003   NA NA 10/02/2003   NA NA 10/02/2003   NA NA 12/18/2004   NA	(677)	0.10		R								NA			NA		10/02/2003
Section   Sect	Giles County						Giles C	County Line									
Bland County   SR 6 of WEST   NA NA 12/18/2000   NA NA NA 1		1.90	120	R			Giles C	County Line				NA			NA		10/02/2003
SR 61 WEST	DI 10 4		То				De	ad End									
1.65 ME SR 61							SR 6	1 WEST									
Fig.	678)	1.65	120	R								NA			NA		12/18/2000
1.12   70   R   SK61 EAST   NA   NA   12/18/2000	678)	0.80	<b>70</b> From	R			1.65 1	ME SR 61				NA			NA		12/18/2000
Section   Sect		1.12		R			2.45 1	ME SR 61				NA			NA		12/18/2000
September   Sept	070			_			SR 6	51 EAST									,
Section   Sect		0.40		Ļ			De	ad End				٧.,					40/40/0000
	(679)	0.10					Ţ	JS 52				NA T			NA		12/18/2000
Cut-des-Sace   10-617			From	· [													
Cut-des-Sace   10-617	(680)	0.89		R								NA			NA		12/18/2000
Deal End   Deal End																	
Dead End   10-660   NA   12/18/2000   180   R   Dead End   NA   NA   12/18/2000   12/18   N	684)	0.32		10-617						NA			NA	NA			
10-640 SOUTH   10-6		0.02		:			De	ad End									
Dead End   Wythe County Line			From				1	0-660									
Trans	(690)	0.30		R			D.	- 4 E - 4				NA			NA		12/18/2000
Time				I													
To   To   To   To   To   To   To   To	717)	0.05		G	95%	0%	2%	0%	2%	0%	F	0.098	F	0.697	340	G	2005
Tree	(717)	0.30		R			I-77 WI	EST RAMP				NA			NA		12/27/2000
Pulaski County Line		4.00	310				I-77 E	AST RAMP				$\supset$			NIA.		40/07/000
Pulaski County Line	(717)	1.83		R			1	0-601				NA 			NA	12/21/2000	
Table   Tabl			From														
Table   Transfer   T	738) 2.3	2.31	80	R	R							NA			NA		12/27/2000
Total State	(738)	2.85					1	0-670				NA			NA		12/27/2000
Table   Transport   Table   Table   Transport   Table   Tabl			To	-			10-64	0 SOUTH				_					
Total   SR 42	738)	0.53		R								NA			NA		12/27/2000
Total   Smyth County Line   NA   NA   10/10/2003   10   R   NA   NA   10/10/2003   1001   NA   NA   10/10/2003   1001   NA   NA   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000	_	0.27		Ę			1	0-634				$\supset$			NIA		12/27/2000
Total   Smyth County Line   NA   NA   10/10/2003   10   R   NA   NA   10/10/2003   1001   NA   NA   10/10/2003   1001   NA   NA   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000   12/27/2000		0.37		<u> </u>			S	SR 42				NA			INA		12/21/2000
10-610   10-610   10-610   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   10-656   1		0.30	10	•													
10-656  10-656  10-1001  0.13 280 R  NA  NA  12/27/2000  1001  0.18 1300 R  NA  NA  NA  12/27/2000  1001  0.09 160 R  NA  NA  NA  NA  NA  NA  12/27/2000												NA			NA		10/10/2003
1001 0.13 280 R NA NA 12/27/2000  1001 0.18 1300 R NA NA 12/27/2000  1001 0.09 160 R NA NA 12/27/2000																	
1001 0.18 1300 R NA NA 12/27/2000 1001 0.09 160 R NA NA 12/27/2000 NA NA 12/27/2000 NA NA NA 12/27/2000 NA NA NA 12/27/2000 NA	(1001)	0.13					1	0-656				NA			NA		12/27/2000
(1001) 0.09 <b>160</b> R NA NA 12/27/2000		2.42		Ę			10	)-1002				<u></u>			N14		40/07/000
(1001) 0.09 <b>160</b> R NA NA 12/27/2000	(1001)	0.18	1300	R								NA			NA		12/27/2000
To: 10-1005		0.09	160 From	R			J	JS 52				NA			NA		12/27/2000
		0.00					10	)-1005									

Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 17	rail 2Trai	il QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Bland County		From	.ī						1					
1002	0.05	520	R			10-1001			NA			NA		12/27/2000
<u> </u>		To: From:				SR 98								
(1002)	0.08	NA							NA			NA		
		To				Dead End								
1003	0.05	From:	R			10-1001			NA			NA		12/27/200
	0.03	To				SR 98						INA		12/21/200
		From				Dead End			i			NA		
1004	0.16	50	R						NA					12/27/200
$\bigcirc$		To				SR 42								
$\bigcirc$		From				US 52 WEST								10/0=/000
1005	0.35	320	R						NA			NA		12/27/200
(1005)	0.10	From				10-1001			NA NA NA		NA NA			
	0.12	100	R										12/27/2000	
	0.00	From	<u>Ļ</u>			US 52 EAST						NIA		10/07/000
	0.08	60	R									NA		12/27/2000
	0.00	From	Ļ			10-1006						NIA		10/07/000
1005)	0.02	150 To:	R			SR 42			NA			NA		12/27/200
		From	I			10-1005			$\pm$					
1006	0.10	80	R			10-1003			NA			NA		12/27/200
		To				Dead End				]				
(1007)	0.05	From				US 52						NA		
		70	R						NA	A				12/27/200
		To	1			10-1004								
$\bigcirc$	0.44	From				US 42			<u> </u>	]		NIA		40/07/000/
1008	0.11	210 To:	R			Dead End			NA			NA		12/27/200
		From	<u>.                                    </u>			10-1008			+					
(1009)	0.07	30	R			10-1008			NA			NA		12/27/2000
		To				Dead End								
		From				Dead End								
1010	0.15	9	R						NA			NA		12/27/200
		To				US 52								
(1011)	0.22	From:				SR 42								40/07/000
	0.22	1100 _{To:}	R			Dead End			NA			NA		12/27/200
		From				10-606			+					
9049	0.03	45	R			10-000			NA			NA		1992
	0.00	To:				Holly Brook School								.002
(9050)		From				SR 42								
	0.08	390	R						NA			NA		1992
		To	-			Bland Elementary School	l							
(9051)		From				Ceres Elementary School								
	0.10	46	R						NA			NA		1992
		To				10-625								
9628)	2.25	From	Ļ			10-615								4000
	0.08	<b>47</b>	R			Bastian Elementary School			NA			NA		1992